decrease in average speed of trains. Steps are being taken to identify the bottleneck sections on the high density routes. Works are being sanctioned to improve the line capacity on sections where line capacity utilization is high.

Model Stations

†2068. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of those railway stations in Chhattisgarh, Kerala, Tamil Nadu, Gujarat, Bihar and Jharkhand which have been approved to be developed as model stations, during the last five years;

(b) what additional facilities are provided in the model stations;

(c) the basis for declaring any station as a model station; and

(d) the details of action taken for declaring Bilaspur and Raipur stations of Chhattisgarh as model stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) With a view to provide upgraded passenger amenities the following stations in the State of Chhattisgarh, Kerala, Tamil Nadu, Gujarat, Bihar and Jharkhand have been nominated as model stations during the last five years:

State	Name of the stations
Chhattisgarh	Nil
Kerala	Kayankulam and Varkala (2)
Tamil Nadu	Arakkonam jn. Chengalpattu, Erode Jn., Rameswaram, Tirunelveli and Tuticorin (6)
Gujarat	Anand Jn., Gandhigram, Navsari and Okha (4)
Bihar	Akshayawat Rai Nagar, Ara, Araria Court, Begu Sarai, Bettiah, Buxar, Dehri-on-Sone, Jamalpur Jn., Janakpur Road, Khagaria, Kishanganj, Nayagaon, Narkatiaganj jn., Nawadah, Purnea jn., Sagauli jn., Sasaram, Sheikhpura, Sitamarhi and Sultanganj (20)
Jharkhand	Baidyanathdham, Bokaro Steel City, Daltonganj, Hatia, Koderma and Parasnath (6)

† Original notice of the question was received in Hindi.

(b) Additional amenities to be provided at the model stations depend upon the category of the station and these include provision of Retiring room, Waiting room with bathing facilities, Cloak room, Enquiry & Computer based announcement, National Train Enquiry System, Interactive Voice Response System, Public Address System, Book Stalls/ other stalls of essential goods, Refreshment room, Parking/circulating area, Train indicator board, Public phone & internet, Water coollers, Standardised signages, Modular catering stalls, Pay & Use toilets, Self Printing Ticketing Machines/Unreserved Ticketing System and lighting of circulating area.

(c) It has been decided that all stations falling under the category 'A' & 'B' are to be made as model stations.

(d) Raipur and Bilaspur railway stations were declared as model station during the year 1999-2000 and they have already been developed as model stations.

Losses due to delay of Trains

†2069. SHRI SHATRUGHAN SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have to bear heavy losses due to delayed running of trains;

(b) the other reasons for delayed running of trains besides natural problems such as fog and agitations; and

(c) the steps taken to ensure timely running of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Delayed running of trains increases the transit time apart from causing dislocation to the paths of other trains. However, the overall losses incurred by the Railways due to delayed running of trains are not computed and only in specific cases *viz*., breaches, flood etc. when a considerable disruption to through traffic is caused are the losses computed for the given period.

(b) The other reasons for late running of trains on Indian Railways besides fog & agitations are accidents, bundhs, bad weather, alarm chain pulling, miscreant activities, signal failures, over head equipment failures, loco failures, cattle run over, grid failures, human failures etc.

† Original notice of the question was received in Hindi.